1	2	3	4	5	6	7
24	Sonapur to Guwahati (AS-3)	37	19	Dec.-2009	245	—
25	Nagaon bypass (AS-18)	37	23	Jun.-2009	230	2
26	Nagaon to Dharmatul (AS-2)	37	25	Dec.-2009	264.72	1
Completed EW Corridor works (NHDP Phase-I)						
27	Guwahati Bypass (EW-14/AS)	37	10.5	Jun.-2004	63.69	
28	Guahati bypass (EW/7)	37	8	Dec.-2003	54.87	
Balance for award EW Corridor						
29	Udarband to Harangajo (AS-14)	54	31		155	

Pollution free Ganga and Yamuna

*248. SHRI RAJKUMAR DHOOT: Will the PRIME MINISTER be pleased to state:

(a) whether Government has drawn any scheme to keep all rivers, including Ganga and Yamuna, clean and free from pollution;

(b) if so, the details thereof; and

(c) if not, the reasons therefor?

THE MINISTER OF STATE IN THE MINISTRY OF ENVIRONMENT AND FORESTS (SHRI NAMO NARAIN MEENA): (a) to (c) The launching of the Ganga Action Plan (GAP) Phase I as a Centrally funded scheme in 1985 with the objective of improving the water quality of the Ganga, was the beginning of the river cleaning programme. Under this Phase, 260 pollution abatement schemes in the States of Uttar Pradesh, Bihar and West Bengal were taken up and completed with an expenditure of Rs. 452 crore. The GAP Phase I was declared closed in March, 2000 and 869 mld (million litres per day) of sewage treatment capacity was created under this phase. The schemes taken up included interception and diversion of sewage for treatment in sewage treatment plants; low cost sanitation works; electric and/or improved wood crematoria; river front development works, public participation and awareness programmes etc.

Since GAP Phase-I did not cover the pollution load of the Ganga fully, GAP Phase II was approved in stages from 1993 onwards including plans for the tributaries namely, Yamuna, Gomti, Damodar and Mahananda. GAP Phase II was merged in 1996 with the National River Conservation Plan (NRCP), which presently covers identified polluted stretches of 35 rivers in 164 towns spread over 20 States.

Under the NRCP, 1052 pollution abatement schemes amounting to Rs. 4312.88 crore have been sanctioned so far, out of which 753 schemes have been completed with an expenditure of Rs. 3078.06 crore till August, 2008 with the creation of sewage treatment capacity of 2668 mld. This includes 311 sanctioned schemes on river Ganga (main stem) under GAP Phase-II at the cost of Rs. 564.79 crore, against which 185 schemes have been completed so far and a treatment capacity of 129.84 mld has been created, with the remaining schemes in different stages of implementation. As a result of pollution abatement works under GAP Phase-I and II,

the water quality of the river Ganga in terms of BOD (Bio-chemical Oxygen Demand), is reported to have improved, as compared to the pre-GAP water quality. The BOD values in 2008 range between 1.2 to 4.8 mg/litre in major monitoring locations as compared to BOD values ranging between 1.7 to 15.5 mg/litre in 1986.

For pollution abatement works in the river Yamuna, Yamuna Action Plan (YAP) Phase-I was launched in the year 1993. Under this Phase, 269 schemes of pollution abatement were completed at an expenditure of Rs. 682 crore and a treatment capacity of 753.25 mld was created in the States of Haryana, Delhi and Uttar Pradesh. The YAP Phase-II commenced in December, 2004 at a cost of Rs. 624 crore. The water quality of the river Yamuna in terms of BOD values is found to be within the prescribed limits, except in the stretch of Delhi and parts of Uttar Pradesh due to large scale abstraction of fresh water for drinking and other purposes.

In addition to the YAP, the Government of NCT of Delhi has taken up large scale pollution abatement works in Yamuna from its own resources.

The Government has initiated an exercise for revamping the river conservation programme to promote a holistic and integrated approach.

Bidding norms for National Highway projects

*249. DR. T. SUBBARAMI REDDY:
SHRI GIREESH KUMAR SANGHI:

Will the Minister of SHIPPING, ROAD TRANSPORT AND HIGHWAYS be pleased to state:

(a) whether Government has decided to impose toll for more National Highways (NHs);

(b) if so, whether Government has also decided to relax bidding norms for road projects;

(c) whether NH projects have lost World Bank funding;

(d) if so, by what time Government is likely to relax bidding norms for road projects;

(e) whether imposition of toll for more NHs has been agreed; and

(f) the reasons for World Bank refusing to provide loan to NH projects?

THE MINISTER OF SHIPPING, ROAD TRANSPORT AND HIGHWAYS (SHRI T.R. BAALU): (a) and (e) The planned target of National Highways Authority of India (NHAI) for imposition of toll on completed sections of national highways under various phases of National Highways Development Project (NHDP) for the year 2008-09 is 1989 km out of which tolling has already commenced on 741 km length.

(b) and (d) No, Sir. The Government has not relaxed any bidding norms for road projects. However, with regard to short-listing of bidders during pre-qualification, the Government has deleted clause 3.5.2 (which provided for short-listing of only top five-six qualified bidders) of the Model Request For Qualification (RFQ) document on 22nd September, 2008 prospectively.